

Docket No.: SCHUNKE-4  
Appl. No.: 10/693,828

**AMENDMENTS TO THE CLAIMS WITH MARKINGS TO SHOW CHANGES  
MADE, AND LISTING OF ALL CLAIMS WITH PROPER IDENTIFIERS**

1. (Currently amended) An adjustment drive, comprising:
  - a drive motor;
  - a drive train in driving relationship with the drive motor for reducing a motor speed of the drive motor, said drive train including a plurality of gear wheels operated by the drive motor and intermeshing with one another to form a chain to define at least one gear stage; and
  - a carrier ~~defining a separate drive unit and~~ supporting at least the plurality of gear wheels to define a separate operational unitary structure in the absence of a housing.
2. (Canceled)
3. (Original) The adjustment drive of claim 1, wherein the drive motor is flange-mounted to the carrier.
4. (Original) The adjustment drive of claim 1, wherein the drive train has an output member for receiving a hollow shaft in fixed rotative engagement.
5. (Original) The adjustment drive of claim 4, wherein the output member is a tooth segment.

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6. (Original) The adjustment drive of claim 4, wherein the hollow shaft has internal teeth for connection in a rotationally fixed manner to a control element to be adjusted.
7. (Original) The adjustment drive of claim 1, wherein the wheels are disposed on both sides of the carrier.
8. (Original) The adjustment drive of claim 1, wherein the carrier has a plate-shaped configuration.
9. (Original) The adjustment drive of claim 7, wherein the carrier is formed with a projecting centering pin.
10. (Canceled)
11. (Original) The adjustment drive of claim 1, wherein the drive motor is a brushless motor and has an external rotor.
12. (Original) The adjustment drive of claim 1, wherein at least the carrier and the plurality of gear wheels are made of metal.
13. (Original) The adjustment drive of claim 1, wherein at least the carrier and the plurality of gear wheels are made of steel or non-ferrous heavy metal.